

The China Mail.

Established February, 1845.

Vol. XLIII. No. 7537.

號三十月十年七十八百八千一英

HONGKONG, THURSDAY, OCTOBER 13, 1887.

日七十月八年亥丁

Price, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALAN, 11 & 12, Clement's Lane, Lombard Street, E.C. 3. GEORGE STREET & CO., 30, Cornhill. GORDON & GORDON, Ludgate Circus, E.C. 4. BATES HENDY & CO., 37, Walbrook, E.C. 4. SAMUEL DRAGON & CO., 150 & 154, Leadenhall Street, W. M. WILLY, 151, Cannon Street, E.C. 4. AMHERST PRINCE & CO., 30, Rue Lafayette, Paris. NEW YORK.—ANDREW WIND, 21, Park Place. SAN FRANCISCO.—American Agents generally.—BEAN & BLAIR, San Francisco. AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GORDON, Melbourne and Sydney. OCEAN.—W. M. SMITH & CO., THE APOTHECARIES CO., Colombo. SINGAPORE, STRAITS, &c.—SAYLE & CO., Agents, Singapore. C. HINSHEN & CO., Agents, Singapore. CHINA.—Messrs. A. DE CAZ, Succrs. QUINCY & CO., Agents, MOORE, Poonah, Hong Kong & Co., Shanghai, LAM, CRAWFORD & CO., and KELLY & WALSH, Yokohama, LAM, CRAWFORD & CO., and KELLY & WALSH.

Banks.

NOTICE.

RULES OF THE HONGKONG SAVINGS BANK.

1. The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.
2. Sums less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500 in any one year.
3. Depositors in the Savings Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.
4. Interest at the rate of 3½ per cent. per annum will be allowed to depositors on their daily balances.
5. Each depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.
6. Correspondence as to the business of the Bank if marked on Hongkong Savings Bank Business is forwarded free by the various British Post Offices in Hongkong and China.
7. Withdrawals may be made on demand, but the personal attendance of the depositor and the daily appointment agent, and the production of his Pass-Book are necessary.

For the
HONGKONG & SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

HONGKONG & SHANGHAI BANKING CORPORATION.

CAPITAL, £1,000,000.
RESERVE FUND, £3,000,000.
RESERVE LIABILITY OF PRO., £7,500,000.
PRINTERS.

COURT OF DIRECTORS.
Chairman.—O. D. BOTTOMLEY, Esq.
Deputy Chairman.—HON. J. BELL IRVING, Esq.
W. H. DARBY, Esq. HON. A. P. McEWEEN, Esq.
H. L. DAKYMPLE, Esq. S. C. MICHAELSEN, Esq.
W. H. FORBES, Esq. J. S. MOSES, Esq.
H. HOPKINS, Esq. HON. F. D. SANBORN, Esq.

CHIEF MANAGER.
HONGKONG.—THOMAS JACKSON, Esq.
MANAGER.
SHANGHAI.—EREN CAMERON, Esq.
LONDON HANOVER, London and County Bank.

HONGKONG.
Interest Allowed.
On Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.
On Fixed Deposits—
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.
Hongkong, September 20, 1887. 363

Notices of Firms.

NOTICE.

THE PARTNERSHIP existing between Mr. KENNETH DOUGLAS ADAMS and Mr. JAMES LYON PLAYFAIR SANDERSON, at Poonah, Canton, Macao and London, under the Style of BIRLEY & Co., EXPIRED on 28th February last through effluxion of time.

Referring to the above Notice, the BUSINESS of BIRLEY & Co. is being carried on by Mr. JAMES LYON PLAYFAIR SANDERSON, under the Style of SANDERSON & Co.
Foonah, September, 1887. 1835

NOTICE.

MR. RATANI SORABJI TALATI will Sign the Name of our Firm from this date.
E. N. MEHTA & Co.
Hongkong, October 1, 1887. 1819

NOTICE.

ANY Cash of Clothing, Books, or Papers will be thankfully received at the SAILOR'S HOME, West Point.
Hongkong, July 25, 1887.

Prospectus.

TRITON INSURANCE COMPANY, LIMITED.

(Incorporated in Calcutta under the Indian Companies Act of 1882. Limiting the Liability of Shareholders to the Amount of their Shares.)

DATE OF FORMATION AS AN UNLIMITED PARTNERSHIP, A.D. 1850.

NOMINAL CAPITAL.....Rs. 22,50,000.

First Issue 18,000 Shares of Rs. 100. Rs. 25 being paid-up, viz.:—
Rs. 5 on Application, and Rs. 20 on Allotment.

APPLICATION FOR SHARES will be received in Calcutta and London, and at the Branch Agencies of the Old Company.

Consulting Committee:
E. S. GUBRAY, Esq., of Messrs. ELIAS & GUBRAY & Co.
J. E. D. EZRA, Esq., of Messrs. E. D. J. EZRA & Co.
L. A. LYALL, Esq., of Messrs. LYALL, MARSHALL & Co.
H. M. RUSTON-LEE, Esq., of Messrs. RUSTON-LEE & Co.
Sir A. WILSON, of Messrs. JARDINE, SKINNER & Co. (Chairman).

General Agents:
Messrs. JARDINE, SKINNER & Co., CALCUTTA.

PROSPECTUS can be seen, and Application Form for Shares obtained of Messrs. JARDINE, MATHESON & Co., Hongkong.

JARDINE, MATHESON & Co., Agents.
Hongkong, September 20, 1887. 1910

Intimations.

PERSEVERANCE LODGE OF HONGKONG.

No. 1165.

A Regular MEETING of the above LODGE will be held in the FRASER'S HALL, Zetland Street, on MONDAY NEXT, the 17th Instant, at 8.30 for 9 p.m. Visiting Brethren are cordially invited.

Hongkong, October 11, 1887. 1986

ROBES ET CONFECTIONS.

FRENCH DRESS-MAKER.

MRS. G. HEYMANS,

35, WELLINGTON STREET, HONGKONG.

THE ONLY FRENCH DRESS-MAKER IN HONGKONG.

Hongkong, October 1, 1887. 1905

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Sixth Ordinary General MEETING of SHAREHOLDERS will be held at the Office of the Undersigned at 12 o'clock (noon) on SATURDAY, the 29th October instant.

The Transfer BOOKS of the Company will be CLOSED from the 16th to the 29th Instant, both days inclusive.

JARDINE, MATHESON & Co., General Agents, CANTON INSURANCE OFFICE, LIMITED.

Hongkong, October 8, 1887. 1963

THE PUNJAB AND SUNDHIA DUA SAMANTAN MINING COMPANY, LIMITED.

NOTICE is hereby given that ALL CALLS on the SHARES of the Company due on the 3rd June, 1887, together with INTEREST thereon remaining unpaid, are Required to be PAID forthwith. And further, that if all such Calls be Not Paid on or before the 31st October instant, the Directors will proceed to FORFEIT the SHARES in respect of which such Calls are due, in pursuance of the Articles of Association of the Company.

Dated this 5th October, 1887.

A. O'D. GOURDIN, Secretary.

HONGKONG BRICK AND CEMENT COMPANY, LIMITED.

Office, No. 5, QUEEN'S ROAD.

FIRE BRICKS OF SUPERIOR QUALITY FOR SALE.

PRICE, \$30 PER 1,000.

The following Testimonial has been received from F. W. CROSS, Esq., Manager, HONGKONG AND CHINA GAS COMPANY, Limited:

"I have herewith much pleasure in testifying to the quality of the FIRE BRICKS as made by you at your new works."

"In appearance the Brick is light and soft as compared with the ordinary Fire Brick used in the Colony, but this I may say is characteristic of the best English Fire Brick."

"After a very severe test I have no hesitation in saying that this Brick is admirably suited to resist any degree of heat that may be likely to undergo, and for all purposes that Fire Bricks are used for."

"I am now about to build into one of my Furnaces and have no doubt of their being able to stand as well as the English Fire Bricks I have been using."

Hongkong, May 23, 1887. 461

Business Notices.

LANE, CRAWFORD & CO.

Outfitting Department.

THE NEW AUTUMN AND WINTER STOCK, including—

ANGLO-INDIA GAUZE HOSIERY. AMERICAN CASH TRUNKS. BOOTS for Evening, Walking and Shooting. BRACES in Silk, Cotton, Elastic and Buckskin. Boating SOARVES and JERSEYS, Bath GOWNS and WRAPPERS; BELTS.

COLLARS in New Shapes. Cricketing SHOES, BELTS and CAPS. Cardigan JACKETS and VESTS, Gholera BELTS, CRAVATS.

DRESSING GOWNS, Driving GLOVES, Dressing BAGS. EVENING TIES, SHOES, SHIRTS and SOCKS in the Latest Styles. Evening CLOVES, Elastic BELTS and BRACES.

FOLDING SOARVES, Fashion Out SHIRTS, Foot-ball JERSEYS and CAPS, Fancy TIES in Newest Shapes and Colourings.

GARTERS, Gladstone BAGS, Gauze SHIRTS and HOSIERY, GLOVES. HATS (New Winter Shape). HATS in Felt, Cloth, Pith and Straw. HANDKERCHIEFS, HALF-HOSE and HOSIERY of all Kinds.

INDIA GAUZE UNDERCLOTHING, India-Rubber CUSHIONS, PILLOWS, and JERSEYS for Tennis, Rowing and Foot-ball; JACKETS (Cardigan).

KNITTED STOCKINGS, VESTS, GLOVES and SCARFS. Lisle Thread HOSIERY; Llama and Lamb's Wool HOSIERY.

MILKIN SHIRTS, PANTS and HALF-HOSE; MAUDS, MUFFLERS, Military GLOVES.

NATURAL Wool Sanitary UNDERCLOTHING, NOVELTIES. OXFORD SHIRTS made to order, OXFORD SCARVES.

PIN SCARFS, Pith HATS, PORTMANTEAUX, PUGGARS, PANTS. ROWING and Running SUNDRIES of all Kinds, Rain COATS, RUGS, Rug STROPS.

SHIRTS in various Kinds and Qualities. Ready-made or to measure; SHOES of all Kinds, Shooting STOCKINGS and SUNDRIES, Sun HATS, SWEATERS, Silk HOSIERY, SOARVES, Silk LACE.

TENNIS SHIRTS, JERSEYS, SHOES, SOARVES, HATS, &c.; Tweed Travelling CAPS, Travelling BAGS, TOWELS, TIES.

UMBRELLAS with Patent Frames, UMBRELLAS Recovered and Repaired, UNDERCLOTHING of every Description; Uniform CASES, Uniform TIES, COLLARS and GLOVES.

VALISES, VESTS, Ventilated HATS, Ventilated Rain COATS. WASHING TIES and SCARVES, Waterproof SHEETS and Chair APRONS, Waist SCARVES, Washing SILK.

YACHTING CAPS and Blue Knitted JERSEYS. ZEPHYR Felt HATS, Zephyr SHIRTS, &c., &c.

LANE, CRAWFORD & Co.

Hongkong, October 12, 1887. 1991

Victoria Hotel,

Praya and Queen's Road Central, Hongkong.

THIS Extensive and well-appointed Establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been much enlarged and improved and is now one of the principal Hotels in the place.

The ROOMS are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East. The Accommodation and Service of every kind will be found to be of the best description. An ample and varied TABLE D'HOTE is always provided and served in the spacious, large DINING HALL.

The HOTEL also contains handsome and comfortable Reception, READING, BILLIARD and SMOKING ROOMS.

The HOTEL is unsurpassed for comfort, convenience and quick service. Continental languages are spoken.

Messrs. DORABJEE & HING KEE, Proprietors.

Hongkong, September 16, 1885. 1612

W. POWELL & Co.

EX GLEN GARRY.

FIRST DELIVERIES OF AUTUMN AND WINTER DRESS MATERIALS.

FROM THE LATE CENTS per Yard.

A SPLENDID ASSORTMENT OF CHEAP BALL DRESS MATERIALS.

VICTORIA EXCHANGE, September 29, 1887. (TELEPHONE 21). 1007

ROBERT LANG & Co.,

Tailors, Hatters, Shirtmakers & General Outfitters,

QUEEN'S ROAD (OPPOSITE HONGKONG HOTEL).

NEW HATS.

BLACK, DRAB, AND BROWN, HARD AND SOFT FELT HATS,

in a variety of New Shapes.

DRAB and GREY SINGLE and DOUBLE TERRAI HATS.

STRAW HATS.

MILITARY and FELT HELMETS, and TWEED HATS and CAPS in Stock and made to order.

Hongkong, October 8, 1887. 1064

STAG HOTEL,

QUEEN'S ROAD CENTRAL, HONGKONG.

J. COOK, Proprietor.

THE HOTEL IS CENTRALLY SITUATED AND WITHIN A FEW MINUTES' WALK FROM THE PRINCIPAL LANDING PLACES.

GOOD ACCOMMODATION FOR VISITORS. CHARGES MODERATE.

Tiffin at 1 o'clock. DINNER at 7.30.

WELL VENTILATED. BILLIARD ROOM. Tiffin 50 CENTS. DINNER 75 CENTS.

WINE, SPIRITS and MALT LIQUORS of the VERY BEST QUALITY ONLY.

Hongkong, April 1, 1887. 607

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's FORMERLY sent to be at hand, Orders for REPAIRS if sent to the Head Office, No. 14, Praya Central, will receive prompt attention.

In the Event of Complaints being found necessary, Communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. CHILLES, Secretary.

Hongkong, August 25, 1885. 1488

CHAS. J. GAUPP & Co.,

Chronometer, Watch & Clock Makers, Jewellers, Gold & Silver Smiths.

NAUTICAL SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.

VICTORIAN'S CELEBRATED BINOCULARS and TELESCOPES.

REYER'S LIGHTS and OTHER COMPASSES. ADMIRALTY and DEWAY CHARTS, NAUTICAL BOOKS.

English Silver and Electro-Plated WARE. CHRISTOPHER & Co.'s Electro-Plated WARE. GOLD & SILVER JEWELLERY, in great variety.

DIAMONDS.

DIAMOND JEWELLERY. A Splendid Collection of the Latest London Patterns, at very moderate prices. 742

Intimations.

HONGKONG ST. ANDREWS SOCIETY.

THE Annual General MEETING of the above Society will be held in the CITY HALL, on WEDNESDAY EVENING, the 19th Instant, at 6 o'clock, to receive the Committee's Report and Statement of Accounts, elect Officers, and for the purpose of considering the celebration of the forthcoming Anniversary of St. Andrew.

D. H. MACKINTOSH, Hon. Secretary.

Hongkong, October 12, 1887. 1992

IMPORTANT NOTICE.

Kuhn & Co.

BEGS respectfully to announce that in addition to their present

STOCK OF JAPANESE WORKS OF ART, they will shortly offer a

GRAND ASSORTMENT OF EMBROIDERED SILK AND SATIN GOODS

in all its Branches.

Also.

A MAGNIFICENT COLLECTION OF CLOISONNE, BRONZE, LAQUEER, IVORIES, and MANY NOVELTIES of Latest Productions, suitable for CHRISTMAS AND NEW YEAR PRESENTS.

50,000 JUBILEE LANTERNS.

On silk or paper at \$4 per 100 and upwards.

NOW ON VIEW opposite the HONGKONG HOTEL.

Hongkong, October 3, 1887. 1937

NOTICE.

HER MOST GRACIOUS MAJESTY'S JUBILEE.

IT having been decided to CELEBRATE HER MAJESTY'S JUBILEE on WEDNESDAY and THURSDAY, the 9th and 10th November, all MEMBERS of the COMMUNITY are INVITED to Co-operate with the JUBILEE COMMITTEE by ILLUMINATING their OFFICES and PRIVATE RESIDENCES.

By Order.

J. H. STEWART-LOCKHART, Honorary Secretary.

Hongkong, September 15, 1887. 1796

NOTICE.

HONGKONG HOTEL COMPANY, LIMITED.

FIRST MORTGAGE OF \$300,000.

THE above Company is now prepared to Receive TENDERS for the LOAN to it of \$250,000, to be secured as a First Mortgage, with other sums on the Company's Property.

The Money will be required on the 20th Instant to remain on Mortgage to the 20th April, 1888, for certain, with the Company's option of retaining it for a further period of 12 months. No Tenders will be entertained at over 6½ per cent. interest per annum, and the Company does not bind itself to accept the lowest or any Tender.

For further information, apply to

L. HAUSCHILD, Secretary, Hongkong Hotel Co., Ltd.

Hongkong, October 4, 1887. 1943

BRITISH NORTH BORNEO.

GOVERNMENT NOTIFICATION.

No. 64.

TO SHIPMASTERS, SHIPPING AGENTS, &c.

WHEREAS it has been brought to the Notice of the Government of British North Borneo, that CHINESE who are DESIROUS of EMIGRATING to Borneo North Borneo find a difficulty in doing so, owing to their want of knowledge of the Date of Departure of STEAMERS:

It is hereby made known that a Commission of not more than ONE DOLLAR for each able-bodied adult Chinese will be paid to whosoever may chiefly assist in procuring passages for Immigrants to British North Borneo, on a printed order from the Captain addressed to the Government Agents in Hongkong, who are hereby authorized to pay such orders.

By the Governor's Command, L. B. VON DONOP, Government Secretary.

Sandakan, 6th August, 1887.

THE PRINTED ORDERS referred to in the above Notification can be obtained from us.

GIBB, LIVINGSTON & Co., Government Agents.

Hongkong, September 13, 1887. 1785

DENTISTRY.

FIRST CLASS WORKMANSHIP. MODERATE FEES.

MR. WONG TAI-FONG, Surgeon Dentist.

(FORMERLY ATTENDED APPRENTICE AND LATER ASSISTANT TO DR. ROBERTS.)

At the urgent request of his European and American patients and friends, has TAKEN THE OFFICE formerly occupied by Dr. Roberts.

No. 2, DUDDELL STREET.

CONSULTATION FREE.

Discount to missionaries and families. Sole Address.

3, DUDDELL STREET. (Next to the New Oriental Bank.)

Hongkong, January 12, 1885. 68

Intimations.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the Fourteenth Ordinary Yearly MEETING of the SHAREHOLDERS of the Society will be held at its Head Office, Hongkong, on THURSDAY, the 27th Instant, at Half-past Three o'clock, for the purpose of receiving the Report of the Directors, together with Statement of Accounts for the year 1886, and for the half-year ending 30th June, 1887.

The Transfer BOOKS of the Society will be CLOSED from the 17th to the 27th Instant, both days inclusive.

By Order of the Board,

DOUGLAS JONES, Acting Secretary.

Hongkong, October 11, 1887. 1988

NOTICE.

G. E. SMITH, WINE MERCHANT, SHANGHAI.

Agents: NORTON & Co., MARINE HOUSE, QUEEN'S ROAD.

Hongkong, October 1, 1887. 1918

NOTICE.

THE Undersigned are SOLE AGENTS for Hongkong and Manila for the Sale of THE MONTERRAT LIME JUICE, and THE MONTERRAT LIME JUICE CORDIALS.

A. S. WATSON & Co., Ltd. Hongkong, May 3, 1887. 864

Auctions.

PUBLIC AUCTION.

Notices to Consignees.

GLEN LINE OF STEAM PACKETS.

THE Steamship *Glenelg* having arrived from the above Ports, Consignees of Cargo by her and by the Steamships *Erin* and *Canada* from New York are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG & KOWLOON WHARF & GODOWN COMPANY, Ltd., at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 11 a.m. To-day, the 10th Instant.

Cargo remaining undelivered after the 17th Instant will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, October 10, 1887. 1874

FROM HAMBURG, PENANG AND SINGAPORE.

THE Steamship *Niebo*, Captain Payer, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-morrow, the 14th Instant. Any Cargo requiring discharge will be landed into the Godowns of the Kowloon & Kowloon Godown Co. and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th Instant will be subject to rent.

All broken, damaged and damaged Goods are to be left in the Godowns, where they will be examined on the 17th Instant, at 10 a.m. No Fire Insurance has been effected.

SIEGISMUND & Co., Agents.

Hongkong, October 10, 1887. 1979

UNION LINE.

NOTICE TO CONSIGNEES.

FROM LONDON, PENANG AND SINGAPORE.

THE Steamship *Penelope*, Captain JOHANNSEN, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for counter-signature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Steamer will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

All Claims against the Steamer must be presented to the Undersigned on or before the 17th Instant, or they will not be recognised.

RUSSELL & Co., Agents.

Hongkong, October 10, 1887. 1975

UNION LINE.

NOTICE TO CONSIGNEES.

FROM ANTWERP, HAMBURG, PENANG AND SINGAPORE.

THE Steamship *Penelope*, Captain JOHANNSEN, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for counter-signature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Steamer will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

Optional Cargo will be forwarded on or before 4 p.m. To-day.

All Claims against the Steamer must be presented to the Undersigned on or before the 17th Instant, or they will not be recognised.

RUSSELL & Co., Agents.

Hongkong, October 10, 1887. 1976

To-day's Advertisements.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MALTA, MARSEILLES, GIBRALTAR, BRINDISI, ANCONA, VENICE, TRIESTE, PLYMOUTH, AND LONDON.

Also, BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERSIAN GULF, PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship *HYDASPES*, Captain E. CREWE, with Her Majesty's Mails, will be despatched from this for LONDON, via BOMBAY AND SUEZ CANAL, on TUESDAY, the 25th October, at 4 p.m.

Cargo will be received on board until 10 a.m. on the day of sailing.

Freight and Specie (Gold) at the Office until Noon on the day of sailing.

Tea, Silk and Valuables for Europe will be transhipped at Colombo; General Cargo for London will be conveyed via Bombay without transhipment, arriving one week later than by the ordinary direct route via China and Japan.

For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment. Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

E. L. WOODIN, Acting Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, October 13, 1887. 2001

To-day's Advertisements.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Co.'s Steamship *Natal*, Captain JACKSON, will be despatched for SHANGHAI, KORE and YOKOHAMA TO-DAY (THURSDAY), the 13th Instant, at 8 p.m.

G. DE CHAMPEAUX, Agent.

Hongkong, October 13, 1887. 1995

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship *Aden*, Captain JACKSON, will be despatched as above TO-MORROW, the 14th Instant, at 11 a.m.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, October 13, 1887. 2004

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI (DIRECT).

(Taking Cargo & Passengers at through rates for CHEFOO, TIENTSIN, NEW-CUIWANG, HANKOW and Peking on the YANGTZE.)

The Co.'s Steamship *Kaitum*, Captain JACKSON, will be despatched as above TO-MORROW, the 14th Instant, at 4 p.m.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, October 13, 1887. 1973

THE GIBB LINE OF STEAMERS.

FOR SYDNEY, MELBOURNE AND ADELAIDE.

(Taking through Cargo for QUEENSLAND PORTS, TASMANIA, NEW-ZEALAND, &c.)

The British Steamer *Sib*, Captain SCOTLAND, will be despatched as above on SATURDAY, the 15th Instant, at 4 p.m., and will not call at Port DARWIN as previously intimated.

The Steamer has excellent Accommodation for First-Class Passengers. Fare to Sydney or Melbourne, \$150.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Managers.

Hongkong, October 13, 1887. 2006

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOCHOW.

The Co.'s Steamship *Itan*, Captain A. J. AUSTON, will be despatched for the above Ports on SUNDAY, the 13th Instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAIRDALE & Co., General Managers.

Hongkong, October 13, 1887. 2003

THE CHINA SHIPPERS MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship *Mozambique*, Captain J. S. HOGG, Commander, will be despatched as above on or about the 18th October.

This Steamer has superior Passenger Accommodation.

For Freight or Passage, apply to ARNOLD, KARBURG & Co., Agents.

Hongkong, October 13, 1887. 1997

STEAM TO BOMBAY VIA STRAITS.

The P. & O. S. N. Co.'s Steamship *Decan*, Captain WOODIN, will leave for the above place on TUESDAY, 13th Inst., at 3 p.m.

E. L. WOODIN, Acting Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, October 13, 1887. 1998

STEAM TO SHANGHAI.

The P. & O. S. N. Co.'s Steamship *Africa*, Captain WOODIN, will leave for the above place about 24 hours after her arrival with the outward English Mail.

E. L. WOODIN, Acting Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, October 13, 1887. 1999

STEAM TO YOKOHAMA VIA NAGASAKI AND KOBE.

(Passing through the INLAND SEA.)

The P. & O. S. N. Co.'s Steamship *Thetis*, Captain WOODIN, will leave for the above places on WEDNESDAY, 25th October, at Daylight.

E. L. WOODIN, Acting Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, October 13, 1887. 2000

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship *Glenn*, Captain HANNAH, will be despatched as above on FRIDAY, the 21st Instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, October 13, 1887. 2005

WANTED.

A DULY QUALIFIED SURGEON for the Steamship *Africa*.

Apply to ADAMSON, BELL & Co., Agents.

Hongkong, October 13, 1887. 2002

To-day's Advertisements.

ZETLAND LODGE.

No. 42B.

AN Emergency MEETING of the above LODGE will be held in FRASERSON'S HALL, Zetland Street, on WEDNESDAY NEXT, the 19th Instant, at 8.30 for 9 p.m.

Very respectfully, V. B. BARNES, cordially invited.

Hongkong, October 13, 1887. 1996

STEAMSHIP NATAL.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London, Antwerp, Havre and Bordeaux, ex Steamships *Tamie*, *Potaro* and *Marie*, in connection with the above Steamer, hereby informed that their Goods—with the exception of Opium, Treasure and Valuables—are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded unless intimation is received from the Consignees before Noon To-day (Thursday), the 13th Instant, requesting it to be landed here. Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after THURSDAY, the 20th October, at Noon, will be subject to rent, and landing charges at one cent per packet per item.

All Claims must be sent in to me on or before SATURDAY, the 22nd October, or they will not be recognised.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, October 13, 1887. 1994

SHIPPING.

ARRIVALS.

October 12, 1887:—

Natal, French steamer, 2,435, Such, Marcellus September 11, Alexandria 10, Port Said 17, Suez 18, Aden 22, Colombo 30, Singapore October 5, and Saigon 6, Mails and General—Messageries Maritimes.

Cruiser, British steamer, 510, J. Oulton, Surabaya October 1, Suez—Tye Kex.

October 13:—

Ningpo, British steamer, from Whampoa.

Zafiro, British steamer, 675, G. Taylor, Manila October 8, General—RUSSELL & Co.

Melita, German steamer, 339, H. J. Möck, Cebu October 5, Suez—WILKES & Co.

Port Adelaide, British steamer, 1,783, F. West, Amoy October 12, General—ADAMSON, BELL & Co.

Ajao, British steamer, 1,369, E. T. Jackson, Shanghai and Swatow October 12, General—BUTTERFIELD & SWIRE.

Phu Quoc, French steamer, 334, Q. Bapiste, Saigon October 10, Ballas—GROVER & SONS.

Kutzing, British steamer, from Whampoa.

Blackadder, British ship, 917, Chas. E. Horne, Newcastle (N.S.W.), August 19, Coal—TURNER & Co.

Eidsvoll, Norwegian schooner, from Whampoa.

October 13:—

Ningpo, British steamer, from Whampoa.

Zafiro, British steamer, 675, G. Taylor, Manila October 8, General—RUSSELL & Co.

Melita, German steamer, 339, H. J. Möck, Cebu October 5, Suez—WILKES & Co.

Port Adelaide, British steamer, 1,783, F. West, Amoy October 12, General—ADAMSON, BELL & Co.

Ajao, British steamer, 1,369, E. T. Jackson, Shanghai and Swatow October 12, General—BUTTERFIELD & SWIRE.

Phu Quoc, French steamer, 334, Q. Bapiste, Saigon October 10, Ballas—GROVER & SONS.

Kutzing, British steamer, from Whampoa.

Blackadder, British ship, 917, Chas. E. Horne, Newcastle (N.S.W.), August 19, Coal—TURNER & Co.

Eidsvoll, Norwegian schooner, from Whampoa.

October 13:—

Ningpo, British steamer, from Whampoa.

Zafiro, British steamer, 675, G. Taylor, Manila October 8, General—RUSSELL & Co.

Melita, German steamer, 339, H. J. Möck, Cebu October 5, Suez—WILKES & Co.

Port Adelaide, British steamer, 1,783, F. West, Amoy October 12, General—ADAMSON, BELL & Co.

Ajao, British steamer, 1,369, E. T. Jackson, Shanghai and Swatow October 12, General—BUTTERFIELD & SWIRE.

Phu Quoc, French steamer, 334, Q. Bapiste, Saigon October 10, Ballas—GROVER & SONS.

Kutzing, British steamer, from Whampoa.

Blackadder, British ship, 917, Chas. E. Horne, Newcastle (N.S.W.), August 19, Coal—TURNER & Co.

Eidsvoll, Norwegian schooner, from Whampoa.

October 13:—

Ningpo, British steamer, from Whampoa.

Zafiro, British steamer, 675, G. Taylor, Manila October 8, General—RUSSELL & Co.

Melita, German steamer, 339, H. J. Möck, Cebu October 5, Suez—WILKES & Co.

Port Adelaide, British steamer, 1,783, F. West, Amoy October 12, General—ADAMSON, BELL & Co.

Ajao, British steamer, 1,369, E. T. Jackson, Shanghai and Swatow October 12, General—BUTTERFIELD & SWIRE.

Phu Quoc, French steamer, 334, Q. Bapiste, Saigon October 10, Ballas—GROVER & SONS.

Kutzing, British steamer, from Whampoa.

Blackadder, British ship, 917, Chas. E. Horne, Newcastle (N.S.W.), August 19, Coal—TURNER & Co.

Eidsvoll, Norwegian schooner, from Whampoa.

October 13:—

Ningpo, British steamer, from Whampoa.

Zafiro, British steamer, 675, G. Taylor, Manila October 8, General—RUSSELL & Co.

Melita, German steamer, 339, H. J. Möck, Cebu October 5, Suez—WILKES & Co.

Port Adelaide, British steamer, 1,783, F. West, Amoy October 12, General—ADAMSON, BELL & Co.

Ajao, British steamer, 1,369, E. T. Jackson, Shanghai and Swatow October 12, General—BUTTERFIELD & SWIRE.

Phu Quoc, French steamer, 334, Q. Bapiste, Saigon October 10, Ballas—GROVER & SONS.

Kutzing, British steamer, from Whampoa.

Blackadder, British ship, 917, Chas. E. Horne, Newcastle (N.S.W.), August 19, Coal—TURNER & Co.

Eidsvoll, Norwegian schooner, from Whampoa.

DEPARTURES.

October 13:—

Vladivostok for Amoy and Manila.

Phu Quoc for Amoy and Bangkok.

Wangtung for Bangkok.

Kuanying for Swatow.

Thales for Coast Ports.

Pempton for Shanghai.

October 14:—

Ajao for Singapore and London.

Anchises for Amoy and Shanghai.

Comet for London.

Vespanian for Saigon.

October 15:—

Per Natal for Hongkong from Marselles.

Mrs. Rupp and infant from Aden, 2 Chinese; from Singapore, Mr. Remes; from Saigon, Mr. Nicolas and 106 Chinese.

For Shanghai: from Marselles, Capt. John Ingles, R.N., and Miss Ingles, Messrs. Hahlgren, Sato, Fushimura and Tado; from Saigon, Mr. Lipman.

For Zafiro, from Manila, Mrs. Cope, Capt. and Mrs. Seymour and child, Messrs. Lamond and Findlay, 4 Europeans, and 130 Chinese.

For Port Adelaide, from Amoy, 54 Chinese.

For Ajao, from Shanghai, 67 Chinese.

For Phu Quoc, from Toulon, 4 Chinese.

October 15:—

Per Natal for Shanghai: from Hongkong, Messrs. Ng Chan Fong and servant, J. S. Judah and servant, J. S. Shooker and servant, J. A. Pold, E. R. Hopey, J. Morden, and 2 Chinese; from Marselles, Capt. John Ingles, R.N., and Miss Ingles, Messrs. Hahlgren, Sato, Fushimura and Tado; from Saigon, Mr. Lipman.

For Zafiro, from Manila, Mrs. Cope, Capt. and Mrs. Seymour and child, Messrs. Lamond and Findlay, 4 Europeans, and 130 Chinese.

For Port Adelaide, from Amoy, 54 Chinese.

For Ajao, from Shanghai, 67 Chinese.

For Phu Quoc, from Toulon, 4 Chinese.

October 15:—

Per Natal for Shanghai: from Hongkong, Messrs. Ng Chan Fong and servant, J. S. Judah and servant, J. S. Shooker and servant, J. A. Pold, E. R. Hopey, J. Morden, and 2 Chinese; from Marselles, Capt. John Ingles, R.N., and Miss Ingles, Messrs. Hahlgren, Sato, Fushimura and Tado; from Saigon, Mr. Lipman.

For Zafiro, from Manila, Mrs. Cope, Capt. and Mrs. Seymour and child, Messrs. Lamond and Findlay, 4 Europeans, and 1

GETTING TO PEKING.

(By a Daily News.)
We have arrived at Peking, and I am quite convinced that whatever wonders it may have to offer, nothing could surpass the wonder of the journey to it. And when you consider that every high official throughout the Empire has to travel this same way in order to be confirmed in his high appointment, the wonder is enhanced. From Tientsin you ride to Peking, it is not a strong enough. Sir Harry Parkes did it in the day, the year before he died. But if you don't feel equal to riding 80 miles at a stretch, or 80 miles in the night, you can take a train. The train comes the way we came. We left Tientsin at two o'clock on Thursday, and reached Peking at 9 p.m. Sunday, having been very busy, as it appeared. We had a south-west wind all Friday, spinning us along certain reaches of the ever-winding railway. The train was very comfortable, and the service rendered was of the best. On Saturday the wind was so high that we had to lie in the middle of the day, the men being unable to make any way against it by towing. And we only made a very few miles that day. In the afternoon it rained. On Sunday we had a westerly breeze again. Although a river the Peking in this part of its course is decidedly more canal-like and uninteresting than the English canal down which I had some thought of travelling last year. I did think it would be too tedious. But after all this is a river, and the excitement of the journey is a great deal more than the world does not really stand still with you, but you feel as if it did. You get interested in the boats you pass or meet, coming down stream, laden with plants in pots—two or three orange trees with oranges upon them I saw once, or bringing down some kind of brick, taking up bricks, or some kind of brick, with which, I suppose, come all the way down the Yangtze from poor water-logged Hankow of the Willow Warens and raving muskies, and found further by sea from Shanghai to Tientsin, and whose progress on strings and strings of quantities was a much better tea estate in the original instance I don't know. But when I think of the amount of labour expended on its transport I feel it ought to be precious to the Sibirians.

Every now and then we got out and walked along the banks, looking back at the long zig-zagging procession of boats, each with a crew of men, or at other times each with a bare mast, looking like a long line of telegraph poles. And besides was the line of red telegraph poles, and one thought of the coming railway, and that the foreigners who would approach Peking in the old historic boats, but one was proud to see all this, being a raised ottoman sort of place, under which boxes can be put, and on which passengers are laid. We had to provide ourselves with everything we wanted even to a cooking stove, and paid ten and a half dollars for the present rate of drink money. But at the present rate of drink money is under 3/- a pint. The men fed themselves. So did we. It is tiresome that travelling in China, you can buy nothing by the way, except chickens and eggs, and sweet potatoes, delicious and cabbage, horrible. At Tientsin we have to leave all your stores, and furnished your boat, and spent days and nights in it, but that is nothing in the great business of getting to Peking. There are 13 miles yet to go. How do you mean to go over now? My own train conviction is that the steamer way would be best. But as I cannot leave Peking in the traditional style, I feel forced into a springless cart, holding on hard to either side. We started at 11 from Tientsin, passed for an hour at a way-side inn to eat and rest, and reached Peking only about six, just before the sun was set. At first I thought the sun had been exaggerated. It is true it was no dusty intervals I was more reminded of a London fog than anything else. It is true I could not leave go with either hand without getting a tremendous bump on the head. But I did not think it was quite as bad as I had expected. Alas! the road was so bad, we had not started by it at all, but were just going by a way the carts had made. At Peking we came upon the real grand stone road, and grand bridge all made by the Ming Dynasty, when they moved their capital from Nanking to Peking in order better to rule the Tartar hordes, and never in the centuries since repaired by the Manchus who supplanted them. There was the road with huge blocks of stone some of them five feet long, and wide and thick in proportion; but sometimes worn away, sometimes clean gone. Now to hold out like a gun death. How the manly vanished little carts with their blue tops keep together at all I cannot imagine. But I know I immensely respected the mule that could pull us into and out of the holes and cuts into which we dropped with a veritable concussion, but a jolt. Of course it was a most miserable road, but a new steamer, and before I had half-an-hour of it I had had enough, and asked for a donkey. However the donkey brought was so tiny that after a rest I tried the cart again. The road did not seem quite as bad as before, until we got nearer the Capital. Then I got out and saw that it was decidedly less fatiguing. A crowd followed me. Every one spoke to me, I hope complimentarily. Men selling old clothes waved them, and sang to invite purchase. It was hard work to avoid the carts, and donkeys and mules, and camels, and men carrying things, and women with a lot of the national sin, but while appearing to everyone as an escaped lunatic, for not being driven along in a cart instead of plunging through dust on one's own feet. But anything seemed better than jolting along that road. Then the mule jolting came in full view; we were about to enter the gates. So I cut him into the cart rather than pass through the soiled crowd there on my own feet, and thus entered Peking *comme il faut*, in a springless cart.

'Is this inside the city or outside the city?' I asked at last of my stout carrier, when we seemed to have been travelling an interminable distance through roads rather like Chaplain Common, if there were any grass upon it, and two rows of booths cutting it into three divisions, and under and under and under were the way they were. 'Inside the city,' answered he proudly. I felt as if I had been very rude to ask, and thought to apologise, if I had had his feelings. It was like a large canvas-covered cart. The shops had a faded, grey, and that the shopkeepers sent out men to scoop up the hard dirt at either side, and sprinkle it upon the dust by way of some-thing keeping it down. The small result-ant left nothing to be desired. Long

before I reached Peking I had decided the Chinese were a docile, peaceable nation of traders, overrun by a northern horde so incalculably barbarous, that not even contact with the Chinese could civilise them, though it might make them so ostentatious as to become effete. I now began to wonder how the Peking could go on accumulating filth within its walls without breeding a Black Death or other awful pestilence.

We drove on and on. We turned down a very respectable, dilapidated sort of Mow. There was the French Embassy to the right, very smart in fresh paint, the Japanese Embassy very pretty with a European gate-way; the German Embassy dignified and fresh painted. Round the corner the English Embassy with a massive but somewhat jail-like portal.

In the middle ages it must have been very pleasant for the Lords and Ladies. Peking it appears to me to be a Royal city. From the moment the Embassy servant stepped forward with a fly, and courteously flapped the dust off our boots, everything has been charming. I never want to go outside to face that Mow with its holes, its dust, its smells. I forget all about it, as I look at the lovely perspective of the inner court to the Palace, its eulogies, richest blue, and bright green, relieved by golden pomegranates and dragons, its walled lanes projecting, all highly painted, green, red-green, red. Not a sound penetrates within its sheltered courtyard. The wood carvings are beautiful, the carvings are long enough to satisfy the desire for walking. The Chinese decorations satisfy my eye. At last—at last I have come upon something Oriental in China—something eye-satisfying. And at the same time to be surrounded with every English comfort, enjoy English society. Why ever can Peking possibly have anything to offer equal to the horrors of its entry. A survival from those Middle Ages, so agreeable to read about, so disagreeable to live in.

But last night we took the one Peking walk, along the walls. There is something pathetic, as well as ludicrous, in the thinking of European officials and their wives, European diplomatists and their families, having for pleasure to walk the walls of Peking. The horrors of the approach to them, can only be realised by those who know what the enclosure of the walls of a Chinese city is generally like. And at the top you find a wilderness of thorns, and plants, and trees, and there is a narrow path along which a lady can just manage to walk without tearing her dress. You see the yellow roofs of the Imperial Palace buildings within the inner wall, the forbidden city. You think what it must be to be a Chinese Emperor brought up under one of those yellow roofs, and never allowed outside that forbidden city. You see the green tiled roofs of the Prince's Ducal buildings for more effective than the yellow by the evening light. On the one side you look at the 'Outside City,' the China Town, on the other at the 'Inside City,' the Tartar town, where the Manchus are and in the centre of which, four square, is placed the Imperial City. Then you look out upon the Western Hills beautiful in the sunset light. But it is growing dark. As we came out the sun was still too hot to be pleasant. Now already it is too dark to discern distant roofs, and we are back to that main in the wilderness of Peking, that Fairy Palace, the Ying-Kiu Pa. We reach once more the beautiful perspective that makes one long for the English Minister to stand in stung with his following, looking a recognition of Chinese Mandarins, that I might see them all grouped against such a picturesque background, and then looking at the blue and green and golden dragon houses, at the sun-shine and the stillness of the courtyard, I feel inclined, like a German, to evolve the rest of Peking out of my own inner consciousness.

'Oh rest you, brother mariners, we will not wander more.'

To Let.

TO BE LET.

With Immediate Possession.
SUITE OF ROOMS fronting the Praya and Peider's Street upon the Ground Floor of Building recently occupied by Messrs. Macleods & Co.
These Premises are well adapted for OFFICES or STORES.
Apply to
SHARP & Co.,
Late Agents,
Marine House.
Hongkong, August 1, 1887. 1443

TO LET.

(With Early Possession.)
THE DESIRABLE RESIDENCE
GREEN MOUNT.
Situated on the BONHAM ROAD.
Apply to
GILMAN & Co.
Hongkong, March 17, 1887. 488

TO LET.

ROOMS in 'COLLIER CHAMBERS.'
Apply to
DAVID SASSOON, SONS & Co.
Hongkong, May 25, 1887. 504

Intimations.

NOW READY.
PRICE, \$1.00.
PREPARATIVE CHINESE FAMILY LAW
By E. H. PARKER.
Can be obtained from KELLY & WALSH at Shanghai and Hongkong, at LANE, CRAWFORD & Co., Hongkong, and at the India Mail Office.

NOW READY.

THE COMMERCIAL LAW AFFECTIONING CHINESE, with special reference to PARTNERSHIP REGISTRATION and BANKRUPTCY LAWS IN HONGKONG.
Copies may be had at the China Mail Office, and at Messrs. LANE, CRAWFORD & Co.,
Price, 75 cents.

NOW READY.

THE REVENUE OF CHINA.
A SERIES OF ARTICLES.
Reprinted from 'The China Mail.'
Office of this PAPER.
Messrs. LANE, CRAWFORD & Co.,
Messrs. KELLY & WALSH,
And Mr. W. BREWER.
Price, 50 Cents.

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, AGEN, RUEZ, PORT SAID.
MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA.
LONDON, HAVRE, BORDEAUX, DUNKIRK AND ANTWERP.
ON TUESDAY, the 18th October, at Noon, the Company's Steamship SAGHALIEN, Commandant HOMERY, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted until Noon.
Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 17th October. (Parcels are not to be sent on board; they must be left at the Agency's Office.)
Contents and values of Packages are required.
For further particulars, apply at the Company's Office.
G. DE CHAMPEAUX, Agent.
Hongkong, September 30, 1887. 1912

CANADIAN PACIFIC LINE.
TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE, VIA THE CANADIAN PACIFIC RAILWAY AND OVERLAND RAILWAYS, AND STEAMERS.
THE British Steamship ABBYSSINIA, 3,551 Tons Register, MARSHALL, Commandant, will be despatched for YANCOUVER, B.C., and KOBÉ and YOKOHAMA, on THURSDAY, the 20th October, at 2 p.m.
To be followed by S.S. BATAVIA, on the 13th November.
Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with San Francisco by the regular Steamers of the Pacific Coast Steamship Company.
Through Passage Tickets granted to England, France, and Germany by all transatlantic lines of Steamers.
Freight Rates granted as follows:
To Vancouver, B.C. \$150.00
To Victoria and San Francisco 175.00
To all common ports in the Pacific 200.00
To London via the United States 300.00
To Liverpool 300.00
To London 300.00
To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.
Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.
Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.
For further information as to Passage or Freight, apply to the Agency of the Company, No. 50, Queen's Road Central.
C. D. HARMAN, Agent.
Hongkong, October 3, 1887. 1933

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY.
THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.
THE U. S. Mail Steamship CITY OF PEKING will be despatched for San Francisco, via Yokohama, on TUESDAY, 1st November, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Oceans of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamships.
Through Passage Tickets granted to England, France, and Germany by all transatlantic lines of Steamers.
Freight Rates granted as follows:
To San Francisco and return, 1800.00
To San Francisco and return, 1800.00
To Liverpool 300.00
To London 300.00
To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.
Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.
For further information as to Passage or Freight, apply to the Agency of the Company, No. 50, Queen's Road Central.
C. D. HARMAN, Agent.
Hongkong, October 11, 1887. 1935

THE U. S. Mail Steamship CITY OF PEKING will be despatched for San Francisco, via Yokohama, on TUESDAY, 1st November, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Oceans of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamships.
Through Passage Tickets granted to England, France, and Germany by all transatlantic lines of Steamers.
Freight Rates granted as follows:
To San Francisco and return, 1800.00
To San Francisco and return, 1800.00
To Liverpool 300.00
To London 300.00
To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.
Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.
For further information as to Passage or Freight, apply to the Agency of the Company, No. 50, Queen's Road Central.
C. D. HARMAN, Agent.
Hongkong, October 11, 1887. 1935

THE U. S. Mail Steamship CITY OF PEKING will be despatched for San Francisco, via Yokohama, on TUESDAY, 1st November, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Oceans of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamships.
Through Passage Tickets granted to England, France, and Germany by all transatlantic lines of Steamers.
Freight Rates granted as follows:
To San Francisco and return, 1800.00
To San Francisco and return, 1800.00
To Liverpool 300.00
To London 300.00
To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.
Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.
For further information as to Passage or Freight, apply to the Agency of the Company, No. 50, Queen's Road Central.
C. D. HARMAN, Agent.
Hongkong, October 11, 1887. 1935

THE U. S. Mail Steamship CITY OF PEKING will be despatched for San Francisco, via Yokohama, on TUESDAY, 1st November, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Oceans of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamships.
Through Passage Tickets granted to England, France, and Germany by all transatlantic lines of Steamers.
Freight Rates granted as follows:
To San Francisco and return, 1800.00
To San Francisco and return, 1800.00
To Liverpool 300.00
To London 300.00
To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.
Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.
For further information as to Passage or Freight, apply to the Agency of the Company, No. 50, Queen's Road Central.
C. D. HARMAN, Agent.
Hongkong, October 11, 1887. 1935

THE U. S. Mail Steamship CITY OF PEKING will be despatched for San Francisco, via Yokohama, on TUESDAY, 1st November, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Oceans of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamships.
Through Passage Tickets granted to England, France, and Germany by all transatlantic lines of Steamers.
Freight Rates granted as follows:
To San Francisco and return, 1800.00
To San Francisco and return, 1800.00
To Liverpool 300.00
To London 300.00
To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.
Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.
For further information as to Passage or Freight, apply to the Agency of the Company, No. 50, Queen's Road Central.
C. D. HARMAN, Agent.
Hongkong, October 11, 1887. 1935

THE U. S. Mail Steamship CITY OF PEKING will be despatched for San Francisco, via Yokohama, on TUESDAY, 1st November, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Oceans of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamships.
Through Passage Tickets granted to England, France, and Germany by all transatlantic lines of Steamers.
Freight Rates granted as follows:
To San Francisco and return, 1800.00
To San Francisco and return, 1800.00
To Liverpool 300.00
To London 300.00
To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.
Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.
For further information as to Passage or Freight, apply to the Agency of the Company, No. 50, Queen's Road Central.
C. D. HARMAN, Agent.
Hongkong, October 11, 1887. 1935

THE U. S. Mail Steamship CITY OF PEKING will be despatched for San Francisco, via Yokohama, on TUESDAY, 1st November, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Oceans of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamships.
Through Passage Tickets granted to England, France, and Germany by all transatlantic lines of Steamers.
Freight Rates granted as follows:
To San Francisco and return, 1800.00
To San Francisco and return, 1800.00
To Liverpool 300.00
To London 300.00
To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.
Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.
For further information as to Passage or Freight, apply to the Agency of the Company, No. 50, Queen's Road Central.
C. D. HARMAN, Agent.
Hongkong, October 11, 1887. 1935

THE U. S. Mail Steamship CITY OF PEKING will be despatched for San Francisco, via Yokohama, on TUESDAY, 1st November, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Oceans of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamships.
Through Passage Tickets granted to England, France, and Germany by all transatlantic lines of Steamers.
Freight Rates granted as follows:
To San Francisco and return, 1800.00
To San Francisco and return, 1800.00
To Liverpool 300.00
To London 300.00
To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.
Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.
For further information as to Passage or Freight, apply to the Agency of the Company, No. 50, Queen's Road Central.
C. D. HARMAN, Agent.
Hongkong, October 11, 1887. 1935

THE U. S. Mail Steamship CITY OF PEKING will be despatched for San Francisco, via Yokohama, on TUESDAY, 1st November, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Oceans of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamships.
Through Passage Tickets granted to England, France, and Germany by all transatlantic lines of Steamers.
Freight Rates granted as follows:
To San Francisco and return, 1800.00
To San Francisco and return, 1800.00
To Liverpool 300.00
To London 300.00
To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.
Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.
For further information as to Passage or Freight, apply to the Agency of the Company, No. 50, Queen's Road Central.
C. D. HARMAN, Agent.
Hongkong, October 11, 1887. 1935

THE U. S. Mail Steamship CITY OF PEKING will be despatched for San Francisco, via Yokohama, on TUESDAY, 1st November, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Oceans of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamships.
Through Passage Tickets granted to England, France, and Germany by all transatlantic lines of Steamers.
Freight Rates granted as follows:
To San Francisco and return, 1800.00
To San Francisco and return, 1800.00
To Liverpool 300.00
To London 300.00
To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.
Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.
For further information as to Passage or Freight, apply to the Agency of the Company, No. 50, Queen's Road Central.
C. D. HARMAN, Agent.
Hongkong, October 11, 1887. 1935

THE U. S. Mail Steamship CITY OF PEKING will be despatched for San Francisco, via Yokohama, on TUESDAY, 1st November, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Oceans of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamships.
Through Passage Tickets granted to England, France, and Germany by all transatlantic lines of Steamers.
Freight Rates granted as follows:
To San Francisco and return, 1800.00
To San Francisco and return, 1800.00
To Liverpool 300.00
To London 300.00
To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.
Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.
For further information as to Passage or Freight, apply to the Agency of the Company, No. 50, Queen's Road Central.
C. D. HARMAN, Agent.
Hongkong, October 11, 1887. 1935

THE U. S. Mail Steamship CITY OF PEKING will be despatched for San Francisco, via Yokohama, on TUESDAY, 1st November, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Oceans of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamships.
Through Passage Tickets granted to England, France, and Germany by all transatlantic lines of Steamers.
Freight Rates granted as follows:
To San Francisco and return, 1800.00
To San Francisco and return, 1800.00
To Liverpool 300.00
To London 300.00
To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.
Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.
For further information as to Passage or Freight, apply to the Agency of the Company, No. 50, Queen's Road Central.
C. D. HARMAN, Agent.
Hongkong, October 11, 1887. 1935

THE U. S. Mail Steamship CITY OF PEKING will be despatched for San Francisco, via Yokohama, on TUESDAY, 1st November, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Oceans of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamships.
Through Passage Tickets granted to England, France, and Germany by all transatlantic lines of Steamers.
Freight Rates granted as follows:
To San Francisco and return, 1800.00
To San Francisco and return, 1800.00
To Liverpool 300.00
To London 300.00
To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.
Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.
For further information as to Passage or Freight, apply to the Agency of the Company, No. 50, Queen's Road Central.
C. D. HARMAN, Agent.
Hongkong, October 11, 1887. 1935

THE U. S. Mail Steamship CITY OF PEKING will be despatched for San Francisco, via Yokohama, on TUESDAY, 1st November, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Oceans of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamships.
Through Passage Tickets granted to England, France, and Germany by all transatlantic lines of Steamers.
Freight Rates granted as follows:
To San Francisco and return, 1800.00
To San Francisco and return, 1800.00
To Liverpool 300.00
To London 300.00
To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.
Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.
For further information as to Passage or Freight, apply to the Agency of the Company, No. 50, Queen's Road Central.
C. D. HARMAN, Agent.
Hongkong, October 11, 1887. 1935

THE U. S. Mail Steamship CITY OF PEKING will be despatched for San Francisco, via Yokohama, on TUESDAY, 1st November, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Oceans of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamships.
Through Passage Tickets granted to England, France, and Germany by all transatlantic lines of Steamers.
Freight Rates granted as follows:
To San Francisco and return, 1800.00
To San Francisco and return, 1800.00
To Liverpool 300.00
To London 300.00
To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.
Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.
For further information as to Passage or Freight, apply to the Agency of the Company, No. 50, Queen's Road Central.
C. D. HARMAN, Agent.
Hongkong, October 11, 1887. 1935

THE U. S. Mail Steamship CITY OF PEKING will be despatched for San Francisco, via Yokohama, on TUESDAY, 1st November, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Oceans of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamships.
Through Passage Tickets granted to England, France, and Germany by all transatlantic lines of Steamers.
Freight Rates granted as follows:
To San Francisco and return, 1800.00
To San Francisco and return, 1800.00
To Liverpool 300.00
To London 300.00
To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.
Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.
For further information as to Passage or Freight, apply to the Agency of the Company, No. 50, Queen's Road Central.
C. D. HARMAN, Agent.
Hongkong, October 11, 1887. 1935

THE U. S. Mail Steamship CITY OF PEKING will be despatched for San Francisco, via Yokohama, on TUESDAY, 1st November, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Oceans of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamships.
Through Passage Tickets granted to England, France, and Germany by all transatlantic lines of Steamers.
Freight Rates granted as follows:
To San Francisco and return, 1800.00
To San Francisco and return, 1800.00
To Liverpool 300.00
To London 300.00
To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.
Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.
For further information as to Passage or Freight, apply to the Agency of the Company, No. 50, Queen's Road Central.
C. D. HARMAN, Agent.
Hongkong, October 11, 1887. 1935

THE U. S. Mail Steamship CITY OF PEKING will be despatched for San Francisco, via Yokohama, on TUESDAY, 1st November, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Oceans of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamships.
Through Passage Tickets granted to England, France, and Germany by all transatlantic lines of Steamers.
Freight Rates granted as follows:
To San Francisco and return, 1800.00
To San Francisco and return, 1800.00
To Liverpool 300.00
To London 300.00
To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.
Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.
For further information as to Passage or Freight, apply to the Agency of the Company, No. 50, Queen's Road Central.
C. D. HARMAN, Agent.
Hongkong, October 11, 1887. 1935

THE U. S. Mail Steamship CITY OF PEKING will be despatched for San Francisco, via Yokohama, on TUESDAY, 1st November, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Oceans of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamships.
Through Passage Tickets granted to England, France, and Germany by all transatlantic lines of Steamers.
Freight Rates granted as follows:
To San Francisco and return, 1800.00
To San Francisco and return, 1800.00
To Liverpool 300.00
To London 300.00
To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.
Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.
For further information as to Passage or Freight, apply to the Agency

